

WHAT IS CLAIMED IS:

1. A safety device for power takeoff (PTO) for use in an automobile, comprising:

a detection unit for detecting operating states of a power supply, clutch switch, PTO switch, and vehicle speed varying with the operating states of the automobile and switch manipulated by a driver;

a body control module (BCM) for receiving a power supply signal, a clutch switch signal, a PTO switch signal, and a vehicle speed signal detected from the detection unit, outputting a control signal for enabling an operation of a PTO when said PTO switch is turned on in a state where said clutch switch is turned on, and outputting a control signal for disabling an operation of a PTO unit when the vehicle speed is higher than predetermined reference vehicle speed, said PTO switch is turned off in a state where said clutch switch is turned on, or the engine stops running; and

a solenoid valve being in an "ON"/"OFF" state according to a control signal outputted from said BCM, said solenoid valve controlling supply of negative pressure so that said PTO unit can be driven and stopped.

2. A method for controlling a power takeoff (PTO) operation in an automobile, comprising:

(a) determining whether an automobile engine has been started;

(b) if the automobile engine has been started as a result of the determination in step (a), determining operating states of a clutch switch and a PTO switch manipulated by a driver;

(c) if said clutch switch and PTO switch have been turned on by the driver as a result of the determination in step (b), outputting a control signal for controlling a PTO unit to be in an "ON" state;

(d) if said PTO unit is in the "ON" state as a result of the determination in step (c), determining the speed of the automobile; and

(e) if the vehicle speed satisfies a condition in which said PTO unit can be in an "OFF" state, outputting a control signal for controlling said PTO unit to be in the "OFF" state.

3. The method as set forth in claim 2, further comprising:

(f) if the speed of the automobile cannot satisfy the condition in which said PTO unit can be in the "OFF" state, outputting a control signal for controlling said PTO unit to be in an "ON" state when the driver's re-manipulation for said clutch switch and PTO switch is detected.

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4. The method as set forth in claim 2, further comprising:

(g) when driver re-manipulation of said clutch switch and PTO switch is performed in a state where said PTO unit is in the "ON" state, outputting a control signal for controlling said PTO unit to be in the "OFF" state.

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5. The method as set forth in claim 2, further comprising:

(h) when the engine stops running, outputting a control signal for controlling said PTO unit to be in the "OFF" state.